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REMARKS

The allowance of Claims 2-4, 6-8, 10-12, 14-16, 18-20, 22-24, and 33-41 is acknowledged with thanks.

The indication that Claims 26, 28, 29, 31, and 32 would be allowable if rewritten in independent form is also acknowledged with thanks.

That leaves only Claims 25, 27, and 30 at issue.

Reconsideration of the rejection of Claims 25, 27, and 30 as unpatentable over Kramer ('370) in view of Gladden ('473) is respectfully requested.

Claim 25 recites a "method for governing a compression ignition internal combustion engine having multiple cylinders into which a fueling system injects fuel during engine cycles, the method comprising: operating a governor in a manner that sets a governed fuel flow rate in units measured in mass of fuel per unit of time".

The rejection relies on modifying Kramer by a teaching from Gladden contained in the following two sentences.

"In FIG. 3 the amount of ammonia metered is mechanically determined in proportion to the fuel mass flow rate. An engine generally indicated at 10, includes one or more conventional fuel injection pumps 12 which meter and pump fuel to the respective engine combustion chambers, such as the one shown schematically at 14, in an amount per unit time determined by the engine

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speed and the position of a conventional fuel pump rack 16 which are controlled by a conventional governor 18."

We respectfully submit that Gladden's mention of fuel mass flow rate followed by a reference to injection pumps that meter and pump fuel in an amount per unit of time determined by engine speed and rack position controlled by a conventional governor do not amount to a teaching of a governor that sets a governed fuel flow rate in units measured in mass of fuel per unit of time, the basic invention defined by Claims 25, 27, and 30.

Indeed, Gladden specifically says that the governor is conventional. One of ordinary skill would, we respectfully submit, understand a conventional governor as one that sets a governed fuel flow rate in units measured in mass of fuel per stroke, not per unit of time. Gladden's use of the phrase "fuel mass flow rate" in context appears merely as the point of reference for determining the rate at which ammonia is introduced because Gladden slaves the ammonia rate to the fuel rate for stoichiometric reasons. Any inference that Gladden suggests a governor that sets a governed fuel flow rate in units measured in mass of fuel per unit of time is, we respectfully submit, incorrect.

Gladden therefore contains no teaching for modifying Kramer that would support rejection of Claims 25, 27, and 30.

Consequently, favorable reconsideration and allowance of Claims 25, 27, and 30 are respectfully requested.

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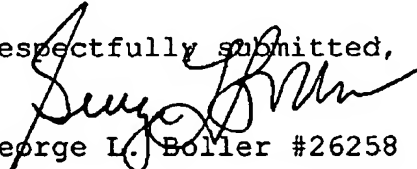
**Conclusion**

Please continue to direct correspondence to the attorney of record. However, any questions regarding the content of this paper should be directed to the undersigned.

**Contingent Deposit Account Authorization**

Although it is believed that no additional claim fee is due in connection with the filing of this paper, any lawful fee determined by the Commissioner to be due with this filing may be charged to Deposit Account No. 14-0603.

Respectfully submitted,

  
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